

CHAPTER 3

Hayward Executive Airport Compatible Land Use Plan

3.1 Purpose and Scope

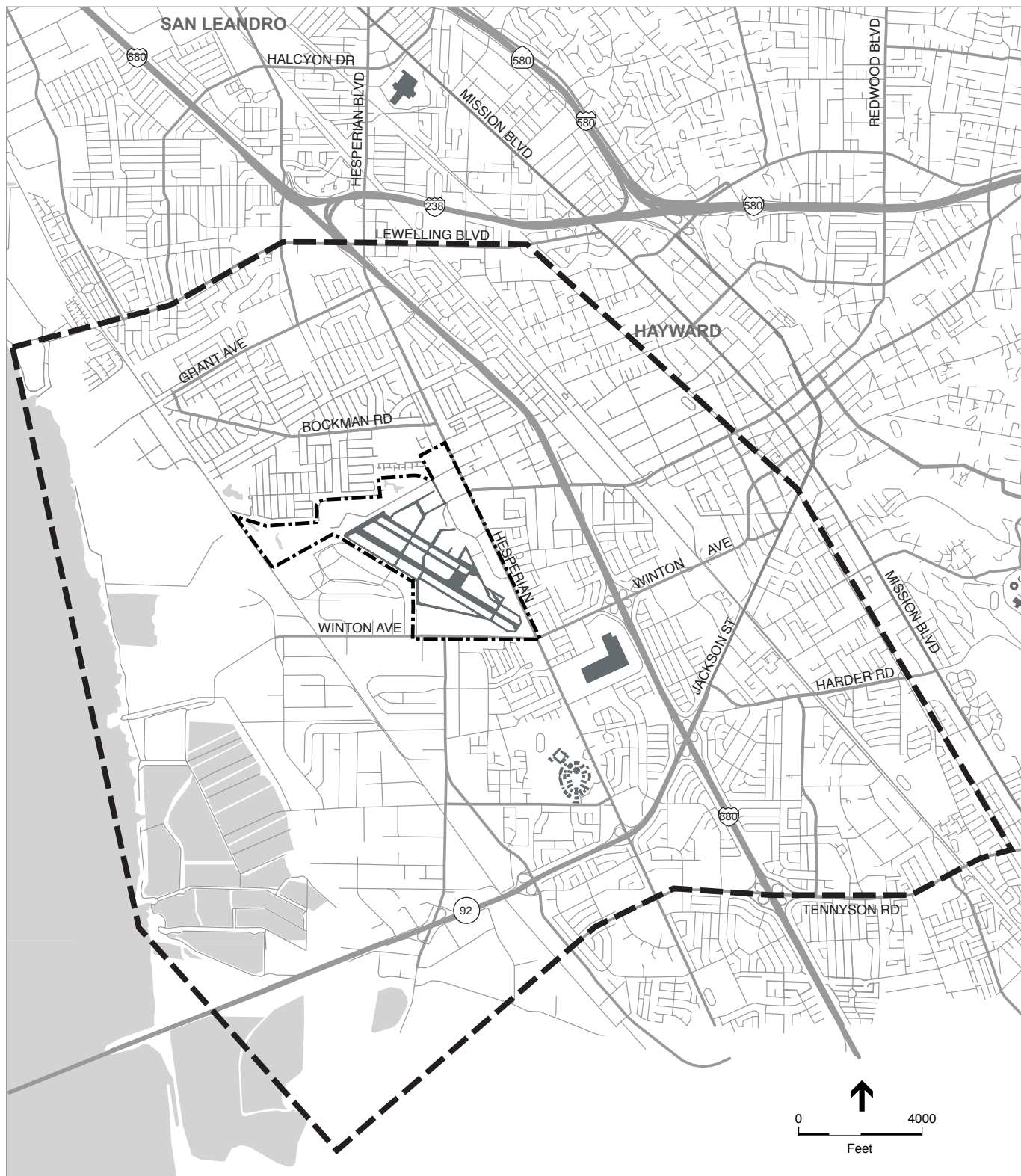
This Compatible Land Use Plan (CLUP) for Hayward Executive Airport (HWD) presents the criteria, maps, and policies to be utilized by the Alameda County Airport Land Use Commission (ALUC) and other local jurisdictions. These policies shall apply when reviewing proposals for land use development within the airport influence area for its compatibility with airport operations. The ALUC and affected cities within the airport influence area shall also use these policies when modifying respective general plans, zoning ordinances, and other local land use policies. The authority for such reviews is derived from the California State Aeronautics Act (Public Utilities Code, Section 21670 *et seq.*).

This CLUP is intended to be used in conjunction with the countywide policies adopted by the ALUC, which are presented in Chapter 2 of this document.

3.1.1 Airport Influence Area

The policies within this CLUP apply to all lands within the airport influence area (AIA), also known as the airport referral area. The AIA is the area within which the ALUC is authorized to review new local land use actions, plans, and policies. Figure 3-1 shows the AIA for HWD. This particular AIA was defined based on political boundaries, noise contours and flight tracks. The airport influence area for HWD extends eastward to railroad tracks and southward to Tennyson Road, west to San Francisco Bay, and north to Lewelling Boulevard. The AIA includes portions of the cities of Hayward and San Leandro and small unincorporated areas of Alameda County in the vicinity of the Airport, including San Lorenzo, located north of the Airport.

It is also important to note that the northern portion of HWD's AIA intersects with the southern portion Oakland International Airport's (OAK) influence area (see Figure 3-2). Should a question of jurisdictional authority arise within this zone of intersect between the AIAs, *the compatible land use plan with the most stringent land use policies will apply.*

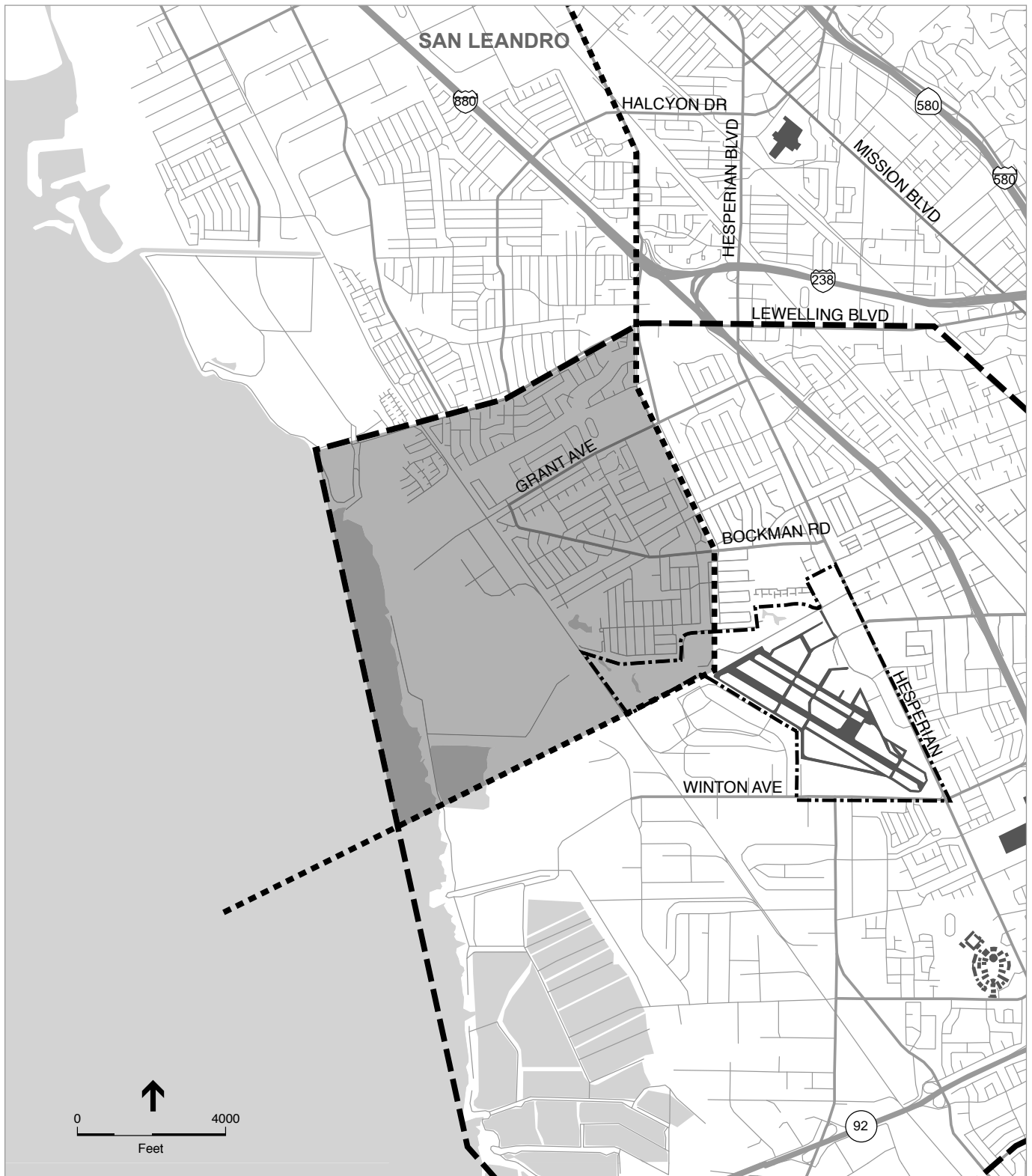


- Airport Influence Area
- · - Hayward Executive Airport Property Boundary

SOURCE: ESA

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Figure 3-1
Airport Influence Area



— Hayward Airport Influence Area

- · - · - Hayward Executive Airport Property Boundary

- - - Oakland Airport Influence Area

■ Hayward and Oakland Influence Area Overlap

SOURCE: ESA

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Figure X
Hayward and Oakland Influence Area Overlap

3.2 Surrounding Airport Environs

3.2.1 Jurisdictions

HWD is owned and operated by the City of Hayward, as a division in the public works department. HWD is located in the western portion of the City of Hayward, and airport facilities are located entirely within the City's boundaries.

3.2.2 Surrounding Land Uses

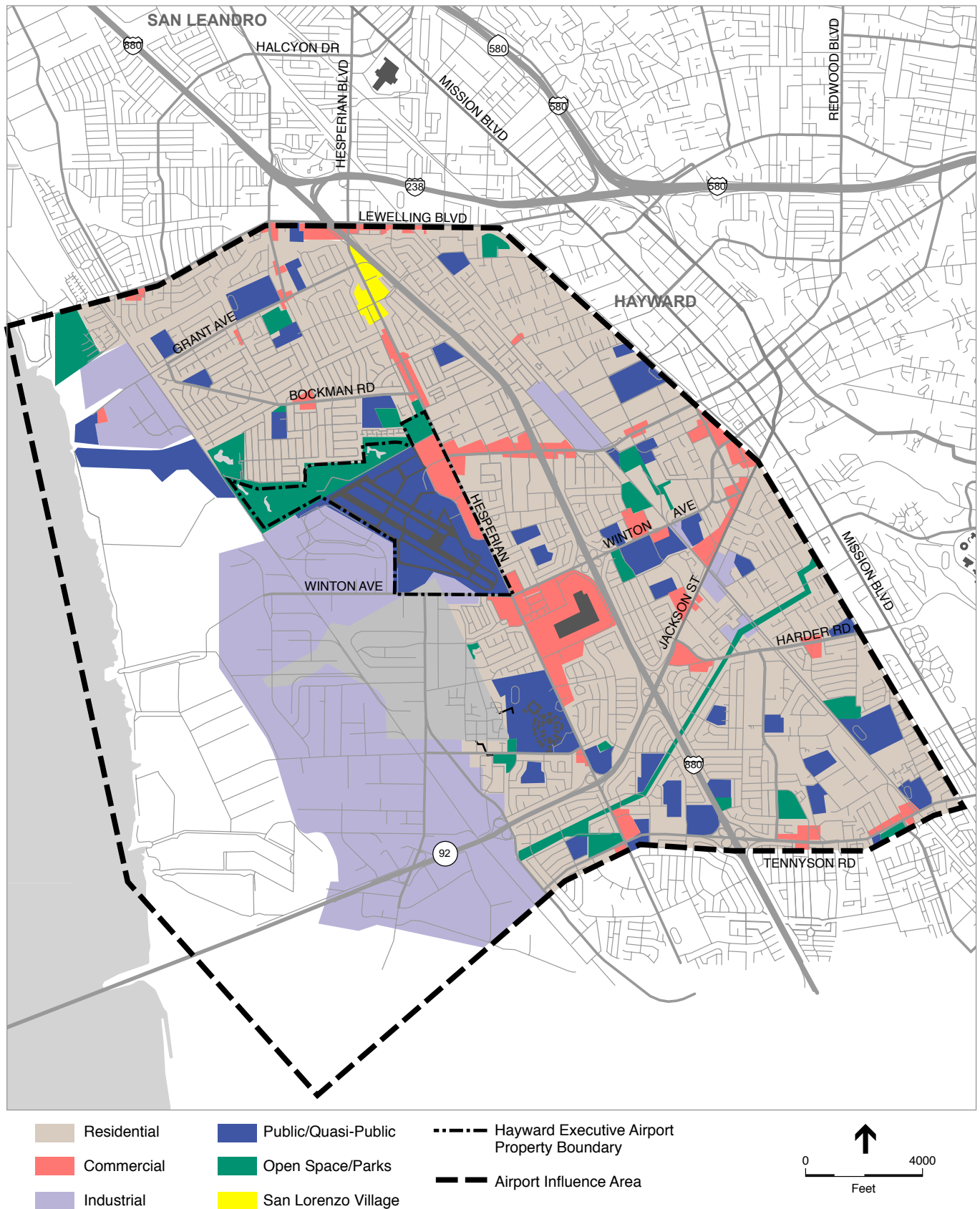
As shown in Figure 3-3, land uses in the vicinity of HWD include industrial, commercial, and residential uses. Industrial land uses predominate west and southwest of the Airport. To the northwest is residential San Lorenzo. Commercial uses are located east and south of the Airport along West A Street, Hesperian Boulevard, and Southland Drive. Beyond the industrial areas to the west are natural areas and the San Francisco Bay. The Skywest Public Golf Course and John F. Kennedy Memorial Park are located along the northern boundary of the airport on airport property.

East of the Airport, the Longwood-Winton Grove residential neighborhood is located east of Hesperian Boulevard and north of Winton Avenue. Additional residential land uses, referred to as the Southgate neighborhood, are located east of Hesperian Boulevard and south of Winton Avenue. The Mount Eden neighborhood, located west of Hesperian Boulevard and south of West Winton Avenue, includes a mobile home park known as Eden Gardens Estates and other residential uses south of the mobile home park. Policies and land use guidelines for these neighborhoods are contained within specific area plans associated with the *City of Hayward General Plan* (City of Hayward, 1990; City of Hayward, 1994; City of Hayward, 1996).

As shown in Figure 3-4, the predominant zoning in the vicinity of HWD is residential. In the City of Hayward, the single family residential zoning district is primarily for single-family homes or small state-licensed child care facilities. Additional City of Hayward zoning districts in the HWD vicinity include an industrial district to the west, a neighborhood commercial district to the southeast, and an agricultural district to the south.

3.2.3 Alameda County Land Uses

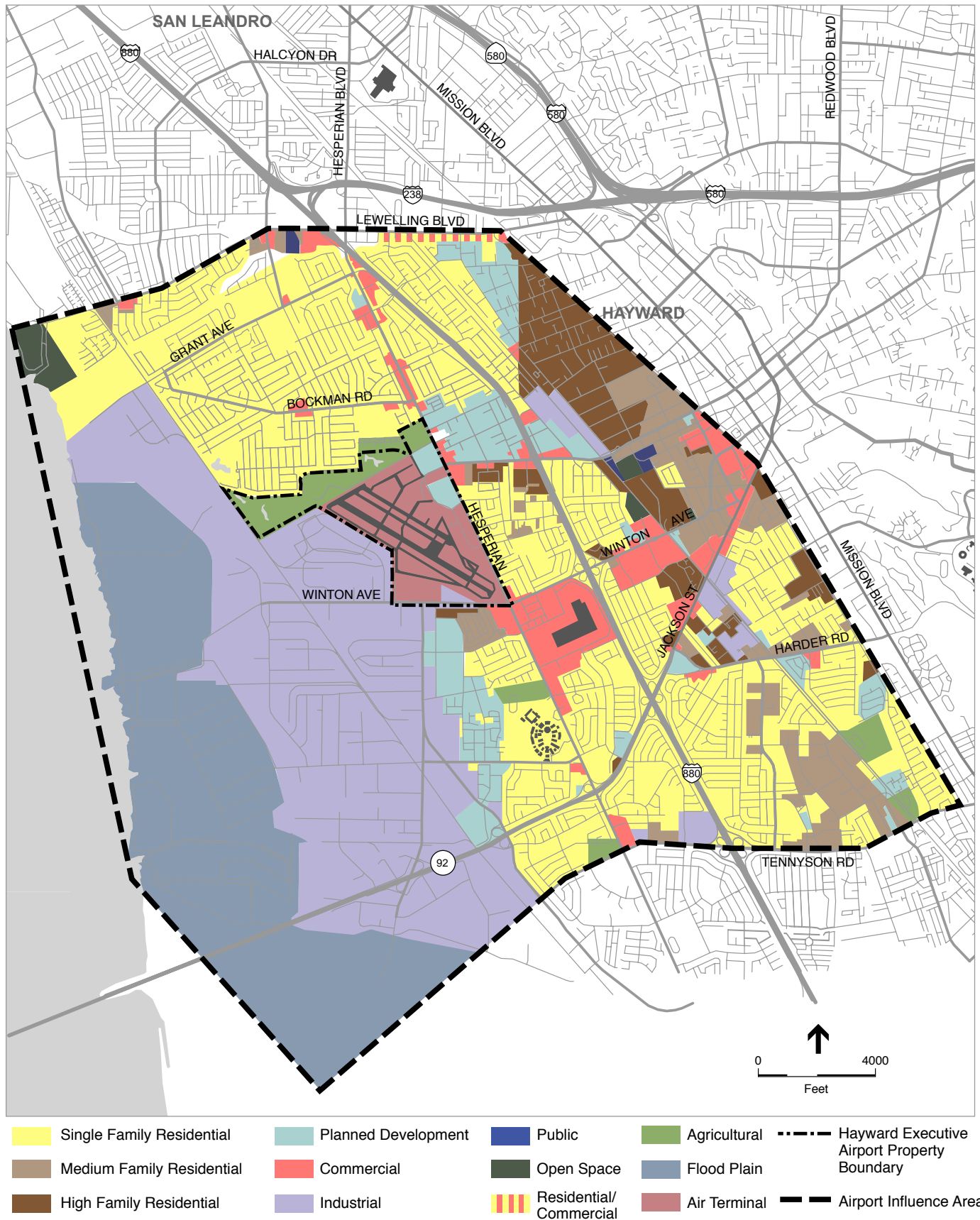
The residential community of San Lorenzo, an unincorporated area of Alameda County, is located just north of Skywest Golf Course. This unincorporated urban community is part of the Eden Planning Unit of the County and is zoned for single-family residences by the County (see Figure 3-4). The *Draft Eden Area General Plan* was published October 14, 2005. *The Draft Eden Area General Plan* is a comprehensive statement of the County's conservation and development policy for the Eden area, including policies for residential, commercial, retail, research and development, and industrial land uses.



SOURCE: City of Hayward, Alameda County

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Figure 3-3
General Plan Land Use Designations
in Vicinity of Hayward Executive Airport



SOURCE: City of Hayward, Alameda County

Alameda County Airport Land Use Policy Plan / 202229 ■

Figure 3-4
Generalized Existing Zoning in
Vicinity of Hayward Executive Airport

3.2.4 Noise-Sensitive Land Uses

The Longwood-Winton Grove, Mount Eden, Southgate, and San Lorenzo neighborhoods contain noise-sensitive land uses, including residences, schools, and parks. The Longwood-Winton Grove neighborhood includes the Longwood School and Park and Saint Joachim School. The Mount Eden neighborhood includes Chabot College and Greenwood Park, and the Southgate neighborhood includes Gansberger Park. The San Lorenzo neighborhood contains Bohannon High School and Del Ray Elementary School, McConaghy Estate Regional Park, and the San Lorenzo Community Center and Park.

3.2.5 Future Airport Vicinity Land Uses

The airport is located in the City of Hayward's Industrial Corridor Focus Area. The goals for this focus area include the conversion of some warehouse space to office or research and development space, and an increased density of employees. The plan suggests the creation of multiple industrial zoning districts and changes to regulatory requirements such as parking and minimum parcel size.

3.3 Land Use Planning Policies and Regulations

The State of California requires all local governments to enact a general plan which establishes policies to guide future development of the city or county. The policies of the general plan are implemented through ordinances regulating development, including the zoning ordinance, which regulates the use of land, the density of development, and the height and bulk of buildings. Local governments also regulate development through building codes which set detailed standards for construction.

This section summarizes goals, objectives, and policies of the City of Hayward and Alameda County that are applicable to the CLUP for HWD.

3.3.1 City of Hayward General Plan, Adopted 2002, Amended through July 15, 2003

The *City of Hayward General Plan* was updated in 2002. No significant changes to land use patterns are proposed as part of the *General Plan*; therefore, only limited cases will occur in which noise levels would exceed those considered normally acceptable for the intended use. The *General Plan* designates land uses in vicinity of airport as commercial uses, medium and high-density residential, hotel, commercial, and office uses within the Airport planning district. The predominant zoning in the vicinity of HWD remains residential.

The *City of Hayward General Plan* states the following airport land use compatibility related policies:

Guidelines for the Review of New Development:

- A.1 Indoor noise level shall not exceed an Ldn of 45 dB in new housing units.
- A.3 If the primary noise source is aircraft or a railroad, noise levels in new residential development exposed to an exterior Ldn of 60 dB or greater should be limited to a maximum instantaneous noise level in bedrooms at night of 50 dB(A). Maximum instantaneous noise levels in bedrooms during the daytime and in other rooms should not exceed 55 dB(A).
- C. Locate noise-sensitive uses away from noise sources unless mitigation measures are included in development plans. Protect schools, hospitals, libraries, churches, convalescent homes, and other noise sensitive uses from noise levels exceeding those allowed in residential areas.

3.3.1.1 City of Hayward Noise Element Policies

The City of Hayward *General Plan Noise Element* states that “Other significant sources of noise in the community, including aircraft operations in the vicinity of the Hayward Executive Airport and at Oakland International Airport, railroad train operations along the Union Pacific Railroad lines, and the Bay Area Rapid Transit system are expected to remain essentially as they are today.” Therefore, the same noise policies adopted in the 1986 City of Hayward *General Plan* continue to apply.

The 1986 City of Hayward *Noise Element* includes a number of policies that are related to aircraft and airport noise. These include the following relevant policies:

Policy: The City will seek to protect the public health, safety, and welfare against the adverse effects of excessive noise, consistent with the economic and environmental well-being of the City, and reaffirm desirability of quiet surroundings.

1. Provide educational material and assistance to the public regarding noise mitigation.
2. Maintain conformity of new development with the principles and standards for land use compatibility, noise exposure and noise mitigation contained in the Noise Element.
9. Continue to monitor the effectiveness of noise control programs at Hayward Executive Airport.
12. Encourage mitigation of noise through appropriate site planning, building orientation, interior layout and building materials.

3.3.2 City of Hayward Ordinance 91-16 Airport Noise Ordinance

The City of Hayward implemented Hayward Ordinance 91-16, the Airport Noise Ordinance in February 1, 1992, in an effort to reduce noise impacts from aircraft operations without impairing the ability of the Airport to serve the aviation needs of the community and national air transportation system. (A copy of the ordinance is provided in Attachment 3A.)

The City maintains a system of four permanent noise monitors that records actual sound levels 24 hours per day. (Refer to the figure included at the end of Attachment A for the locations of noise monitors.) The ordinance specifies maximum noise levels associated with each monitoring location. The maximum noise limits identified in the ordinance, expressed measured as Single Event Noise Exposure Levels (SENELs), are summarized in Table 3-1 below:

**TABLE 3-1
CITY OF HAYWARD NOISE LIMITS, ORDINANCE 91-16**

Monitoring Site:	Site 1	Site 2	Site 3	Site 4
Daytime Aircraft Noise Limit (7:00 AM to 11:00 p.m.)				
Runway28L/28R	98	98	98	98
Runway10L/10R	98	98	100	99
Nighttime Aircraft Noise Limit (11:01 PM to 6:59 a.m.)				
Runway28L/28R	95	95	95	95
Runway10L/10R	95	95	97	96
Source: City of Hayward, Ordinance No. 91-16				

Aircraft operators who exceed the specified noise levels may be cited, fined, or penalized through restricted access to and operating privileges at the airport. Exceptions are provided for Oakland International Airport operations, ambulance operators, Stage III aircraft, operations for safety or those directed by air traffic control, and military aircraft.

3.3.3 Draft Eden Area General Plan, Alameda County, California, Published 2005

The Airport lies within the City of Hayward and is not subject to Alameda County *General Plan* policies. However, the following County policies are discussed since the community adjacent to the airport to the northwest is San Lorenzo, an unincorporated area within Alameda County. The unincorporated community of San Lorenzo is included as part of the *Draft Eden Area General Plan* prepared by Alameda County. The *General Plan* is a statement of Alameda County's conservation and development policy for the Eden area. Land use designations in the vicinity of the airport in unincorporated Alameda County are predominantly suburban and low-density residential, and limited neighborhood commercial along major arterials.

3.3.4 Airport Land Use Compatibility Related Policies

The County *General Plan* does not cite specific measures, but includes:

- “Regulate the siting of major transportation facilities”
- “Review development for noise impacts”
- “Review development potential under current zoning, and revise zoning, where required to ensure compatibility with existing uses”

The applicable County *General Plan* policies identify a maximum acceptable exterior noise level of 60 DNL for single-family residential uses; 65 DNL for multi-family residential uses; 70 DNL for schools, libraries, churches, hospitals, nursing homes, playgrounds, neighborhood parks and commercial uses; and 75 DNL for other uses such as industrial uses and active outdoor recreation areas (County of Alameda, 1981). A noise environment of 45 DNL is considered by Alameda County to be the maximum acceptable interior noise level for residential uses, schools, and hospitals.

3.4 Hayward Executive Airport Historical Overview

The U.S. Army constructed Hayward Army Airfield in 1942 and used the facility as a fighter base during World War II. In 1946 the Federal government declared the airport as “surplus property,” and a year later handed it over to the City of Hayward when it became known as Hayward Municipal Airport. From 1947 to 1962, multiple additions to the facility were added; including an administration building, control tower, and 20 additional acres bringing the total airport property to 710 acres. In 1962, the city council adopted the first airport layout and land use plan for Hayward Municipal Airport.

Over the next 40 years, the demand on Hayward Municipal Airport as a general aviation facility has increased, as the surrounding population has grown. The airport reached its peak in 1978 with

an aircraft traffic count of 421,048, making it one of the busiest general aviation airports in the country. In 1999, the name of the facility changed to Hayward Executive Airport (HWD).

3.5 Existing Airport Land Uses

Existing Facilities at Hayward Executive Airport are shown in Figure 3-5 and Figure 3-6, which is the HWD airport layout plan (ALP). The airport is located on a 520-acre site approximately 2 miles west of the City of Hayward's business district.

3.5.1 Airside Land Uses

Airside facilities include two runways, seven taxiways, and airport lighting (identification, runway and taxi, and approach lighting). Airside facilities at HWD also include airfield lighting, identification lighting, runway and taxiway lighting, visual approach lighting, runway end identification lighting, pavement markings, a helipad, and navigational aids.

3.5.2 Landside Land Uses

The Airport is in the City of Hayward (City) Air Terminal (AT) zoning district. The AT District applies to a special area occupied primarily by aviation-oriented commercial, industrial, and public uses. Additionally, non-aviation industrial and commercial facilities are encouraged, provided that they do not pose a hazard to airport operations. As indicated in Figure 3-4, two AT subdistricts are located outside the boundary of HWD. These include the Air Terminal-Industrial Park (AT-IP) located west of the Airport, and the Air Terminal-Medium Density Residential (AT-RM) subdistrict north of the Skywest Public Golf Course.

As shown in Figure 3-5, existing landside land uses at HWD include an air traffic control tower and general aviation facilities that include hangars with multiple units and fixed base operators (FBOs). Other uses include Skywest Golf Course, commercial uses along Hesperian Boulevard, a restaurant and industrial enterprise along West Winton Avenue, a fire station, and the California Air National Guard.

Landside facilities at HWD include approximately 131,400 square yards of aircraft parking apron, 219 city-owned enclosed T- hangars, 12 conventional hangars, approximately 224 parking spaces, fuel storage facilities totaling 84,000 gallons, an aircraft wash facility, a tenant maintenance shelter, an airport control tower, and administrative offices. A full range of aviation services are available at HWD, including aircraft rental, flight training, aircraft fueling, and aviation supplies.

3.5.3 Runways

The existing runway configuration at HWD includes two parallel runways aligned in an east/west pattern. The two runways are designated Runways 10L-28R and 10R-28L. Runway 10R-28L serves as the primary runway and is 5,694 feet long by 150 feet wide. Runway 10L-28R is 3,107

feet long by 75 wide and primarily serves local training and small propeller-driven aircraft operations. Both runways are constructed of asphalt.

3.5.3.1 Runway Approaches

Land uses northwest of Runway 10L-28R include a golf course within 0.2 mile, residential between 0.2 and 1.5 miles north of runway, and industrial and Bay beyond. Land uses southeast of the runway include residential and mall within 0.5 miles of the runway, and predominantly medium and high residential beyond. Land uses around Runway 10R-28L are the same as those described for 10L-28R.

3.5.4 Taxiways

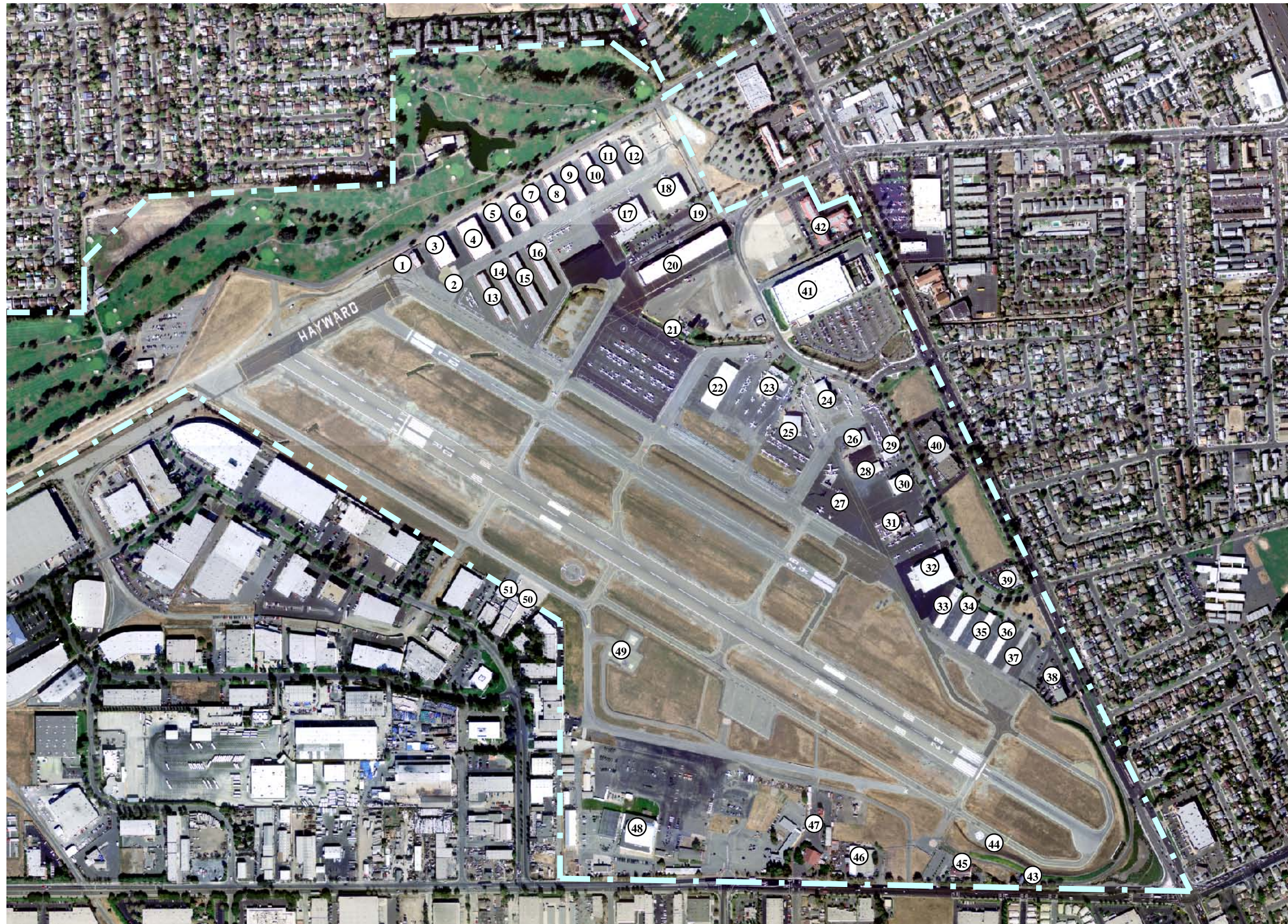
Seven entrance/exit taxiways are available for use along Runway 10R-28L. Five exit taxiways are available for use along Runway 10L-28R. Taxiway A is the full length parallel taxiway serving both runways and provides access to the general aviation facilities on the east and southwest locations of the Airport. Taxiway A1 extends from the terminus of Taxiway A to the displaced threshold for Runway 10R-28L. Taxiway Z is the full length parallel runway taxiway serving Runway 10R-28L on the south side of the airport. Taxiway Z1 extends from the terminus of Taxiway Z to the displaced threshold for Runway 10R-28L. The five entrance/exit taxiways connecting the two parallel taxiways serving the two runways and the general aviation facilities on the east side of the airport are taxiways B, C, D, E and F.

3.5.5 Typical Flight Procedures

The City of Hayward has established voluntary noise abatement operational procedures in an effort to reduce aircraft noise. The following briefly describes the noise abatement operational procedures and quiet flying techniques at HWD.

Departure Runway 28L. Jets, large twin-engine, and turboprop aircraft should depart this runway from the blast fence using the displaced threshold. Air traffic control (ATC) directs all instrument flight rule (IFR) departures to maintain runway heading until reaching 400 feet mean sea level (MSL). For departures to the west, aircraft should initiate a 270-degree left turn, crossing midfield to the west.

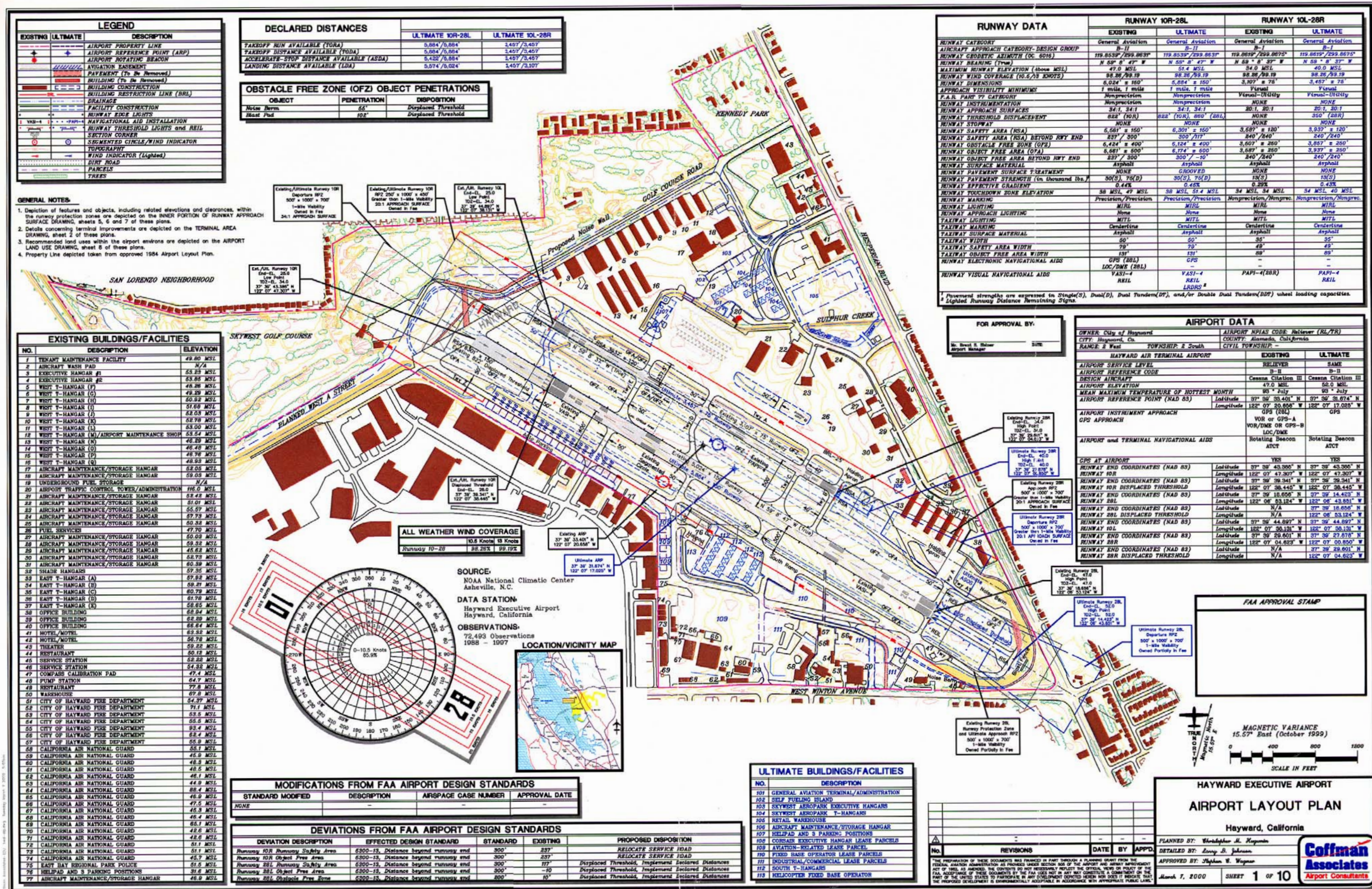
Departure Runway 28R. High-performance single engine aircraft only should depart from Runway 28L. This runway is closed when the tower is not in operation.



- Hayward Executive Airport
Property Boundary
- 1 Tenant Maintenance Shelter
 - 2 Aircraft wash rack
 - 3 Executive Hangar #1
 - 4 Executive Hangar #2
 - 5-16 West T-Hangars "F" thru "Q"
 - 17 Trajen Flight Support Hangar #1
(Offices and Aircraft Service)
- Creative Aviation
- Dr. Simon, Medical Flight Examiner
- Mather Aviation, LLC
- South Bay Helicopters
 - 18 Trajen Flight Support Hangar #2
 - 19 Fuel BP, Trajen
 - 20 Park Avion
 - 21 Airport Administrative Offices and
FAA Air Traffic Control Tower
 - 22 Trajen Flight Support Hangar #3
- First Light Media
- Helinet Helicopters
 - 23 Trajen Flight Support Hangar #4
- California Airways
- J&R Electronics
- One Stop Air Shop Co-op
- Turbine Air
 - 24 American Aircraft Sales
- West Valley Flying Club
 - 25 Hayward Hangars
- Sullivan Propellers
 - 26 Hayward Jet Center
- Helicopters Incorporated
 - 27 Fuel- Chevron, HWD Jet Center
 - 28 National Helicopter Services
 - 29 Flying Vikings
 - 30 SP Aviation
 - 31 Skyview Aviation
 - 32 Bud Field Aviation
 - 33-37 East T-Hangars "A" thru "E"
 - 38-40 Office Buildings
 - 41 Home Depot
 - 42 La Quinta Inn
 - 43 Pump Station
 - 44 Compass Calibration Pad
 - 45 Raja Indian Cuisine
 - 46 Pacific Roller Die
 - 47 City of Hayward Fire Department,
Station #6
 - 48 Air National Guard
 - 49 Helicopter Parking Position
 - 50 East Bay Regional Park District
 - 51 Helicopter Component Services

SCALE

Alameda County Airport Land Use Policy Plan
Figure 3-5
Existing Landside Facilities at
Hayward Executive Airport



SOURCE: Hayward Executive Airport Master Plan, 2000; Environmental Science Associates

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Figure 3-6
Airport Layout Plan

